

DRILL HOLES

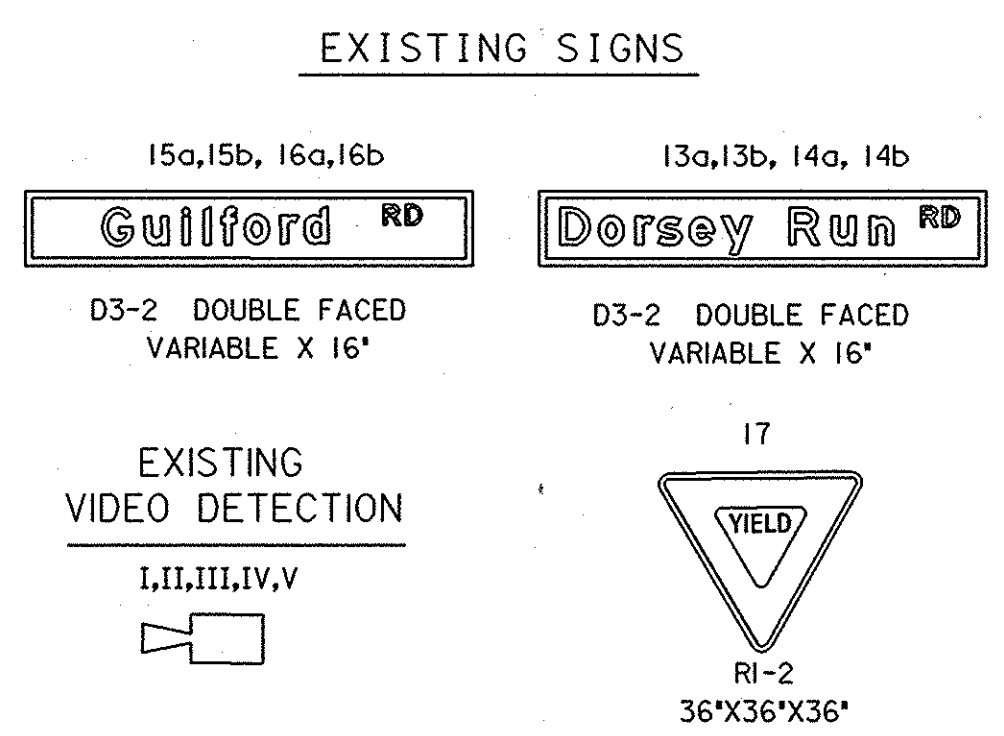
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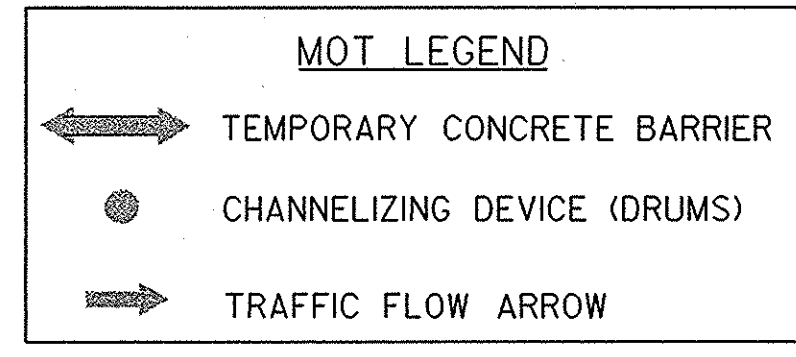
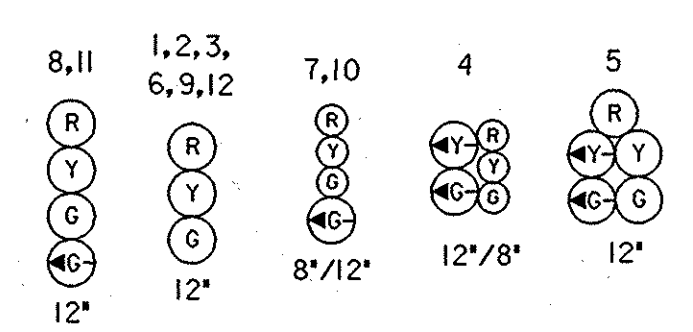
BORDER REV. DATE: June 11, 2004

DATE: 09/01/07
BY: [Signature]
CHECKED BY: [Signature]
IN CHARGE: [Signature]

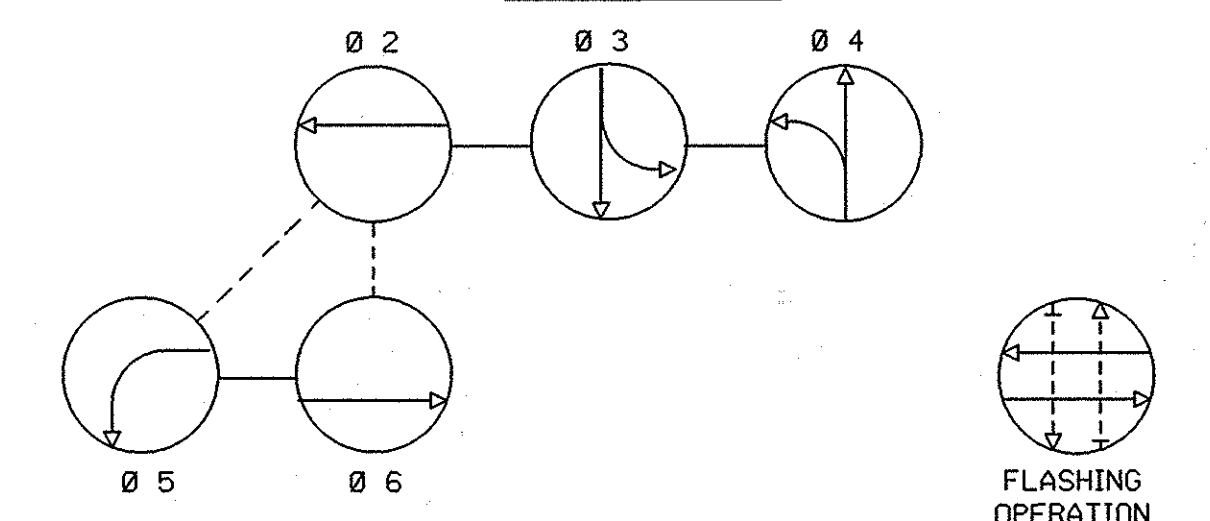
DORSEY RUN IS CONSIDERED TO RUN IN A NORTH/SOUTH DIRECTION



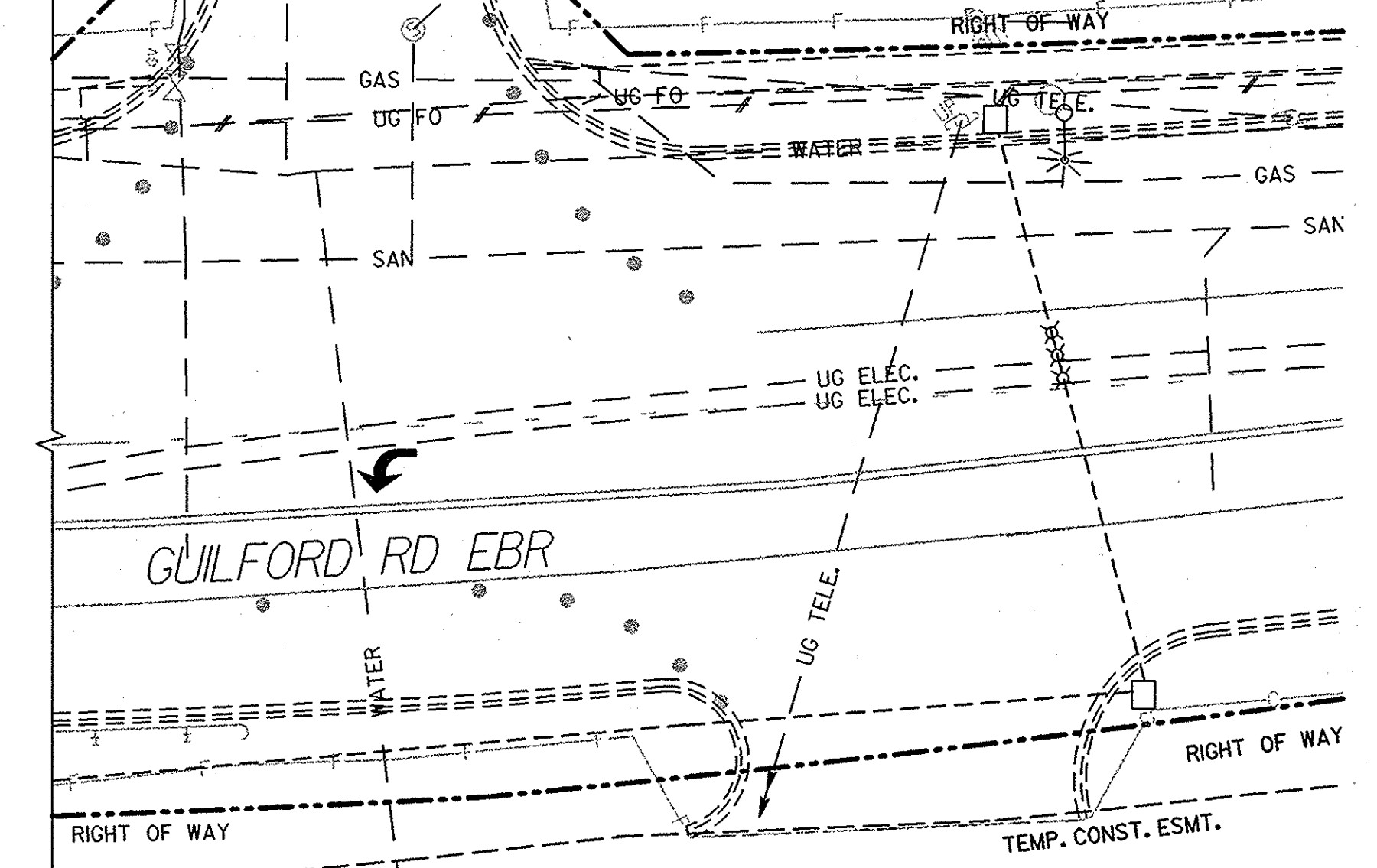
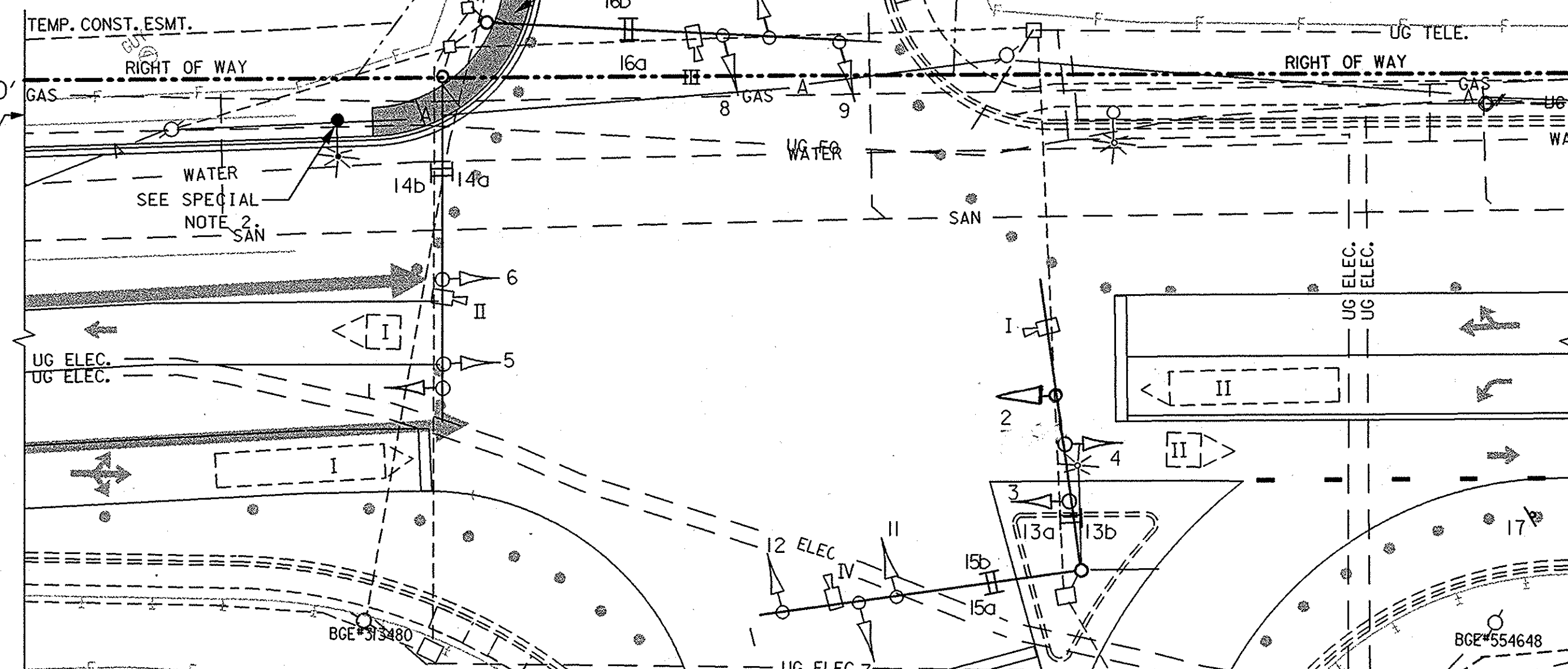
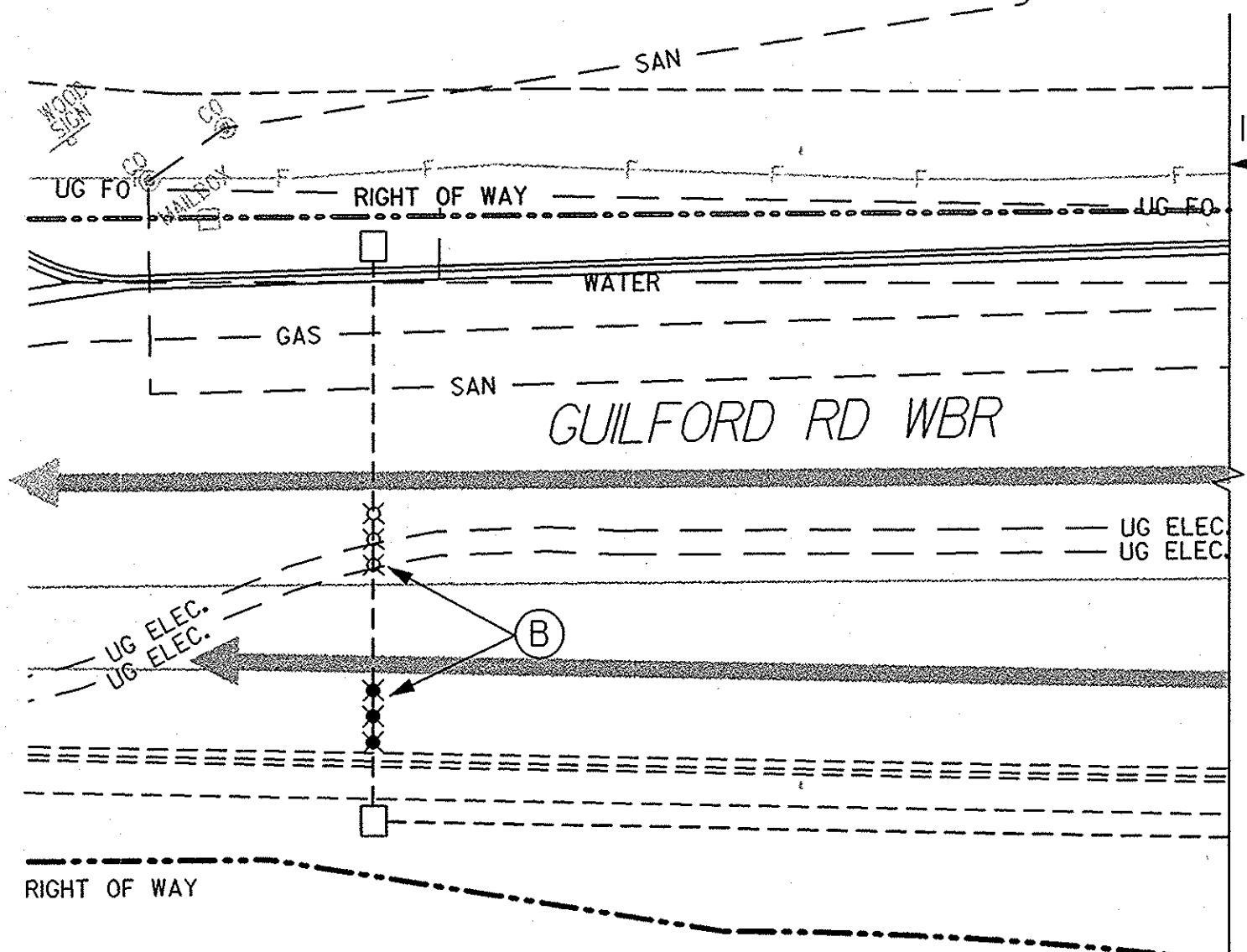
EXISTING SIGNALS



NEMA PHASING



PHASING NOTES:
1. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.
2. PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY.



CONSTRUCTION DETAILS

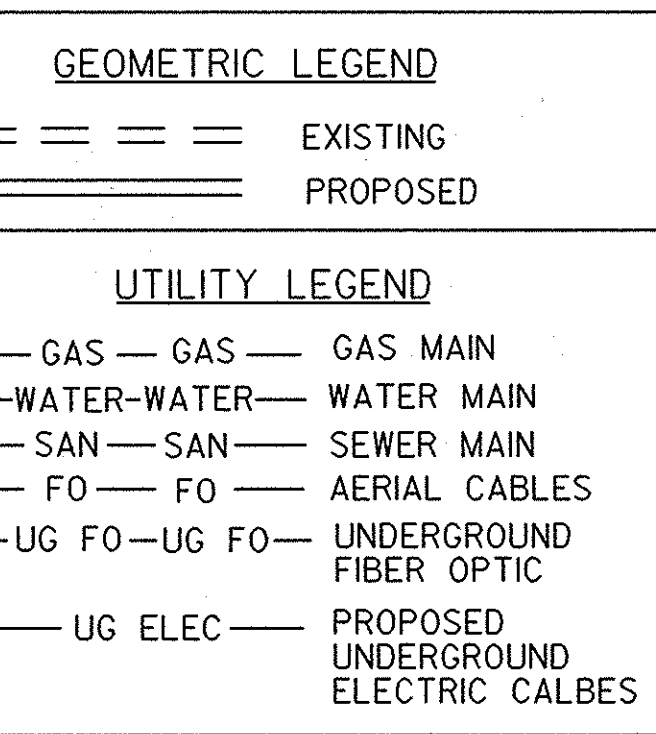
- A. SIDEWALK, DEPRESSED CURB AND GUTTER FOR ADA RAMP TO BE INSTALLED BY OTHERS PER MD STANDARDS NO. MD-655J2.
- B. ADJUST EXISTING PROBES INTO EB THRU LANE.

SPECIAL NOTES:

1. TEMPORARY SIGNAL PLAN FOR THIS PHASE IS THE SAME AS THE SIGNAL PLAN FOR PHASE I.
2. THIS STREET LIGHTING WILL BE INSTALLED BY OTHERS (30 FT HIGH POLE WITH 12 FT. ARM)
3. SEE MAINTENANCE OF TRAFFIC PLAN FOR INSTALLATION OF ADDITIONAL TEMPORARY TRAFFIC CONTROL DEVICES.
4. TEMPORARY SIGNAL PLAN FOR THIS PHASE IS THE SAME AS THE SIGNAL PLAN FOR PHASE I. HOWEVER, LANE CONFIGURATIONS WILL CHANGE AS SHOWN.
5. ALL EQUIPMENTS, CONDUITS, HANDBOXES, ETC, INSTALLED FOR PHASE I WILL REMAIN DURING THIS PHASE.
6. DETECTABLE WARNING SURFACE WILL BE INSTALLED AT FINAL PHASE.

GENERAL NOTES

1. VIDEO CAMERA LOCATION / ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.
2. THE CONTRACTOR SHALL VERIFY ALL PROPOSED POLE AND CABINET LOCATIONS PRIOR TO INSTALLATION.
3. FOR FINAL PAVEMENT MARKINGS REFER TO THE PAVEMENT MARKING PLANS, OTHER THAN THOSE DETAILED ON THE PLAN. ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH MSHA STANDARDS.
4. ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.
5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.
6. THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS SHOULD ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
7. ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS, HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS. TO MEET CLEARANCES AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.02, MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
8. TEMPORARY PAVEMENT MARKINGS WILL BE INSTALLED AS PART OF MAINTENANCE OF TRAFFIC OPERATION AFTER GRINDING EXISTING PAVEMENT. THIS SHALL BE INCIDENTAL TO MAINTENANCE OF TRAFFIC ITEM.



Gannett Fleming
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410-585-1460

SHA NO: BW389M84
DORSEY RUN ROAD
AND GUILFORD DRIVE

SHA STATE OF MARYLAND
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION
OFFICE OF TRAFFIC & SAFETY
TRAFFIC ENGINEERING DESIGN DIVISION
TEMPORARY TRAFFIC SIGNALIZATION PLAN - PHASE 1A
GUILFORD ROAD AT DORSEY RUN ROAD
ROADWAY IMPROVEMENTS

APPROVALS		REVISIONS		TRAFFIC SIGNALIZATION PLAN	
TEAM LEADER		⑥ MODIFY SIGNAL DUE TO COUNTY WIDENING		SCALE 1"=20'	
ASST. DIV. CHIEF		G467 SEPTEMBER 07		DATE SEPT. 2007	
DIVISION		A. SIGNAL UPGRADE WITH NEW HEADS, VIDEO DETECTION & INTERSECTION TO MD 32 RAMP		CONTRACT NO.	
OFFICE DIRECTOR		2002		DESIGNED BY ENR	
				DRAWN BY ENR	
				CHECKED BY DTA	
				F.A.P. NO.	
				COUNTY HOWARD	
				LOGMILE 13732R00.56	
				T.I.M.S. NO. G467	
				TOD NO.	
				DRAWING NO. TS 4253B -	
				SHEET NO. 90 OF 156	